

The General Skills Test (GST)

The purpose of the general skills test is to assess the candidate's ability to operate the aircraft as captain, to a high standard of airmanship, handling, and procedural knowledge.

The test is conducted by the examiner on behalf of the Civil Aviation Authority.

The order of the test may vary due to weather conditions and examiners preference.

The test will last approximately 1 hour 15 minutes.

Candidates should ensure before the test day that they fully understand the flight exercises listed below.

1. The candidate will produce their Personal Logbook and medical certificate. If the candidate is providing their own aircraft for use, they must produce the aircraft Registration Document, Permit to Fly, Certificate of Validity and Aircraft Logbook.
2. The examiner will brief the candidate on the planned sequence of events and the area to be used for the test. The examiner will brief on the responsibilities of the candidate. The candidate will be responsible for planning the departure and flight to the area being used.
3. The candidate will obtain weather information for the area and time of flight.
4. The candidate will prepare the aircraft for flight.
5. The candidate will depart to the planned flight area to be used.
6. The candidate will be asked to demonstrate flying the aircraft straight and level at various airspeeds while maintaining constant height and heading. During this section climbing and descending tasks will be required.
7. The candidate will be asked to demonstrate turns in level flight at various bank angles up to the maximum bank angle allowed for the type of aircraft. During this section climbing and descending turns will be assessed.
8. The candidate will be asked to demonstrate flight at minimum speed without stalling followed by a series of stall entries and recoveries using both glide recovery and standard stall recovery techniques.
9. The candidate will be asked to demonstrate flight at minimum speed in a turn without stalling followed by a series of stall entries and recoveries using both glide and standard stall techniques.
10. The examiner will manoeuvre the aircraft into a series of unusual attitudes passing control to the candidate for recovery to an appropriate flight mode.
11. The candidate will be asked to fly back to the airfield and join the circuit. The candidate will choose the type of approach and landing.
12. The candidate will be asked to fly several circuits demonstrating different kinds of approach and landing techniques such as short field, soft field and flapless.

13. During the flight test the examiner will ask the candidate to demonstrate a simulated loss of power by reducing the throttle setting and carry out a forced landing procedure. This exercise may be repeated several times at any time during the test. The examiner will ask the candidate to demonstrate a precautionary landing procedure and any other emergency procedures.
14. The candidate will park the aircraft and complete any airfield booking in procedures that are required.
15. The examiner will give the candidate the result of the test and complete logbook entries as required.

The candidate does not have to be perfect to a foot or a degree to pass the flight test, however there are certain areas, which must be completed without fault for a pass. The candidate should not try to mark their own progress throughout the test as this may lead to a loss of confidence and reduced levels of performance.

There are 3 possible results.

Pass

Partial Pass

Fail

A candidate may appeal against the conduct of the test but **NOT** the result.

WHAT IS THE EXAMINER LOOKING FOR?

QUALITATIVE REQUIREMENTS

1. Exercise good judgement and airmanship.
2. Operate the aircraft within its limits.
3. Complete all manoeuvres with smoothness and accuracy.
4. Apply aeronautical knowledge.
5. Execute emergency procedures and manoeuvres appropriate to the aircraft type.
6. Always demonstrate control of the aircraft so that the successful outcome of a procedure is never in doubt.

QUANTATIVE REQUIREMENTS

1. Level control-tolerances.
Normally within 100 feet of the required level.
Not more than 200 feet at any times.
Not more than 100 feet for more than 30 seconds.
2. Heading control-tolerances
Normally within 15 degrees of required heading.
Not more than 30 degrees at any time.
Not more than 15 degrees for more than 30 seconds.
3. Airspeed control-tolerances
Normally within 5mph/Kt of required speed.
Not more than 10mph/Kt at any time.
Not more than 5mph/Kt for more than 30 seconds.
Never below minimum approach speed during the approach.

Allowances are made with regards to the flight conditions/turbulence on the day.

Before the GST the candidate must have the following exercises signed off in their logbook.

Ex 1, 2, 3, 4, 5, 6, 7, 8, 9a, 9b, 10a, 10b, 12, 13, 14, 15, 16a, 16b, 16c 16d, 16e, 17a, 17b, 19a 19b

STUDENT CHECK LIST PRIOR TO GST

STUDENTS LOGBOOK UP TO DATE WITH ALL OF THE ABOVE EXERCISES
SIGNED OFF BY AN INSTRUCTOR

CURRENT MEDICAL CERTIFICATE

CURRENT CHART

NOTAM CHECKED

WEATHER INFORMATION OBTAINED

AIRCRAFT DOCUMENTATION

**FAILURE TO PRODUCE THE ABOVE INFORMATION WILL MEAN
THAT THE GST CANNOT PROCEED**